

Local Divers Discover a Piece of Canada's History

Thunder Bay On. Two thunder Bay Divers have located and identified a previously unknown shipwreck in Thunder Bay of great Historical significance. The Wreck, believed to be the 79' Tug Boat Mary Ann, has the distinction of being the first vessel ever registered in the Dominion of Canada in 1867. The ship was reported to have been scuttled in 1936 at a different location at water depths in excess of 200'. As such it would not have been accessible to recreational Divers. As it turns out the wreck is in a different, much shallower location offering great recreational potential. **"This ship is a once in a lifetime find" commented David Shepherd, one of the two divers responsible for the initial discovery. "How often do you get to find and dive into history."** David shepherd and Rob Valley Discovered the wreck using sophisticated side scan equipment, computer technology and a lot of luck.

The find was in many ways accidental. Shepherd and Valley were calibrating their equipment on what they believed was a known shipwreck but instead discovered the Mary Ann without realizing it. It wasn't until latter when they returned to the GPS coordinates for a dive with friends that they realized they were on a new shipwreck. **"I was completely shocked when David came back to the surface and informed me 'well it's not the ship we were supposed to be on'" reports Valley. "The big question now was "if it isn't what we thought it was, what is it".** Over the next three month Shepherd, Valley and other local Divers returned on numerous occasions to the site to document and film the wreck. Then, using historical documents and the knowledge of local shipwreck historians including well known wreck hunter Ryan LeBlanc, that they compared the data collected from the wreck, they were able to confirm the find as the Mary Ann.

This is a really exciting and encouraging find" said fellow diver Mayor Richard Harvey of Nipigon, who has been Working alongside Shepherd and Valley to establish a local Chapter of the Ontario Under Water Council. "I believe there is incredible potential to develop the North Shore of Lake Superior as a Dive Tourism Destination and a find like this is a real boost for establishing a local under water council."

The mandate of the Local chapter of the Ontario Under Water Council will be to preserve and Promote Shipwrecks and safe wreck diving. Once formed the local chapter of the OUC will start the process of getting historical protection for the Mary Ann and other new finds as well as developing dive strategies for the many other shipwrecks in the area. All three agree that there are many more shipwrecks waiting to be found and documented in Lake Superior.

For More information contact David Shepherd at 807-252-3799 or Richard Harvey at 807-887-4614

The Mary Ann was originally reported to have been scuttled in the Thunder Bay "Graveyard of Ships" For more information on the "Graveyard of Ships" and the Mary Ann see <http://www.graveyardofships.com/?page_id=2> and <http://www.graveyardofships.com/?page_id=25>

BACKGROUND

Vessel Name: Mary Ann

Nationality: Canadian

Official Number:

Rig: Tug

Dimensions & Tonnage

Vessel length: 78'

Vessel Width: 15'

Vessel Height: 8'

Tonnage: 87gt, 57nt

Builder Information

Place of Build: Stromness, ON

Builder: George Hardison

Date of Build: 1867

Deposition

Condemned in 1901 at Port Arthur, ON,

History

Owned Capt. Davis 1872

Owned G. Moberly, Collingwood, ON 1877

Owned Collingwood Tug Co 1881

Owned T. Marks, Port Arthur, ON 1884

Reported that Mary Ann returned from a
Princess Bay hunting trip Oct 7, 1885.

Owned Lake Superior Tug Co. Port Arthur, ON
1895

Owned Graham & Horne Interests, Port Arthur
ON 1895

Sold to Pigeon River Co, Port Arthur, ON
engine removed and placed into tug Laura
Grace. Mary Ann converted to a barge
with a small shed on deck.

Licensed for 30 passengers 1886.

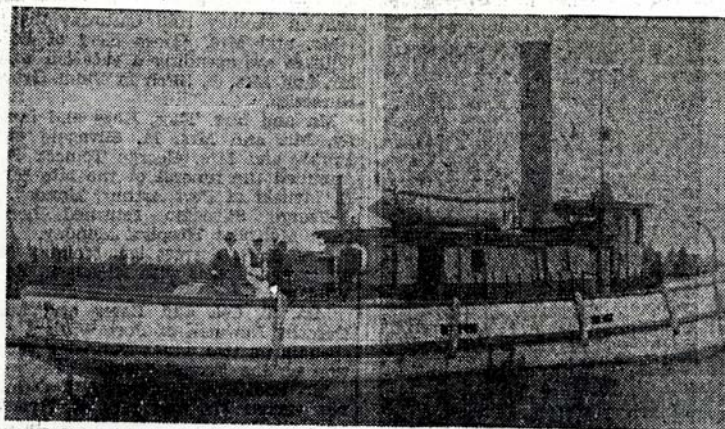
Was 1st vessel registered in the new Canada
July 1, 1867

Info: Bowling Green, Thunder Bay Museum,
Port Arthur Herald 1885, Mills List.

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Canada's Number One



THE Mary Ann of Dunnville which was the best known tug around Port Arthur's waterfront in the early days.

—Photo From Collection of W. F. Langworthy, K.C.

In an unhonored grave in the harbor of Canada's greatest grain port, Port Arthur, are the rotting bones of an historic vessel, the Mary Ann of Dunnville, historic because she was the first in the registry of shipping of the Dominion of Canada for the Mary Ann was built in 1867, the year that the great statesman, Sir John A. MacDonald, succeeded in his efforts in forming British North America into one Dominion.

The Mary Ann was build by Senator McCallum of Dunnville, who shortly afterwards built a second tug which was named Jessie. These tugs were named after the Senators two daughters.

Both tugs were designed and built to share the puffing labors of towing the great fleets of sailing vessels between Lakes Erie and Huron. Such craft were giants of their time and earned large dividends. It was a common thing to see the larger river tugs with a fleet of sailing vessels trailing along after them, up to six in number. Pictures of these tows form the grandest scenes in the history of Great Lake shipping.

The Jessie was a frequent visitor to Thunder Bay with the two schooners she towed. In 1896 she was sold to the Clergue interests with headquarters at the Sault and was renamed Philadelphia.

The poor old Mary Ann did not cut much of a figure in this picturesque pageant but held her own as an "all-round tug. She was shallow draft with a good beam and a funnel that made her — with her breadth — look like a big, powerful tug, whereas I have often heard the remark, "she couldn't pull a clucking hen off the nest."

She was sold to the Long interests of Collingwood and, during part of the time she was in Collingwood, my grandfather, Captain William McIver, commanded her.

It was at the Lakehead, however, where the Mary Ann spent most of her long life. She was purchased by

Thomas Marks & Co., and brought to Port Arthur about 1882.

In addition to her duties as a harbor tug she was often used as an excursion boat. One early photo shows her on the Kaministiquia River on an excursion trip in honor of Sir Hector Langerin, minister of public works. The Port Arthur brass band was along on this trip. For these excursion trips an awning was put up over the spacious after deck. The Mary Ann was also one of the several tugs that helped carry the crowds to Silver Islet on special occasions.

It is on record also that the Mary Ann was chartered to carry fish from Port Arthur to Duluth after the regular closing of the navigation season.

Among the different Port Arthur companies of the early days was the Lake Superior Tug Company, Limited, of George A. Graham, president; H. A. Wiley, manager; incorporated 1888; capital \$12,500. Shareholders, Thomas Marks, George A. Graham, J. T. Horne, at George T. Marks, J. C. Graham and H. A. Wiley.

This company owned the tug Mary Ann, 100 tons; tug Salty Jack, 50 tons; steam barge Butcher's Boy, 150 tons, and the lighters Black Prince, 75 tons, and the Reciprocity, 200 tons.

Old Time Tug In Collingwood Port

Ald. W. Russell Brown of Port Arthur is contributing an interesting series of historical articles of boats that have been on the upper lakes and more or less connected with his adopted city.

Recently he recited the history of the tug Mary Ann, a "bit" of floating property which was well known in the harbor of Collingwood for many years. He writes:

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port, Port Arthur, are the rotting bones of an historic vessel, historic because she was the first in the registry of shipping of the Dominion of Canada for the Mary Ann was built in 1867, the year that the great statesman, Sir John A. MacDonald succeeded (with the help of Hon. George Brown) in his efforts in forming British North America into one Dominion.

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When Graham & Horne established their big sawmill at Fort William, they acquired both the Mary Ann and Salty Jack and the tugs made their headquarters at Fort William until Arpin, Scott & Finger purchased the Graham & Horne mill and moved it to Port Arthur to establish the Pigeon River Lumber Co. The Mary Ann came back to Port Arthur with the mill and was used by this company until they had the fine tug Laura Grace built at Collingwood. The machinery was taken out of the Mary Ann and her hull was used as a tow barge in transporting supplies to the company's camps at Pigeon River. It was finally allowed to sink at the west side of the C.N.R. dock, where the bones of Canada's "No. 1" vessel still are.

Captains who were in command of the Mary Ann at the Lakehead were Morgan, John Clifford, A. I. Thompson and Nicholas Marin for many years.

SHIPBUILDERS SUBMIT BRIEF TO GOVERNMENT

Callahan & S.B.
**Arguments Are Backed
By Cold Facts**
Aug 31/44
**Save Industry
For Canadians**

In a carefully prepared brief the Canadian Shipbuilding and Ship Repairing Association with headquarters in Ottawa has set out a case for the shipbuilding industry in the post-war period. It is submitted by eighteen of the largest Canadian steel shipbuilding and shipping firms and carries ten recommendations.

The presentation reads, "the enormously-expanded Canadian ship construction industry of the present period, representing many millions of dollars in plants and equipment and the employment of tens of thousands of skilled personnel, is in grave danger of suffering a disastrous setback in the post-war years unless steps are taken to encourage and maintain the enterprise in peacetime."

their brief to the Government, the shipbuilders state their case frankly and back their arguments with cold facts. Shipbuilding, they point out, is a Canadian industry which has been in continuous operation for more than two centuries, playing a significant part in the days of wooden sailing ships, in the pioneer phase of steam propulsion, and in the later era of steel and steam. Struggling along as best it could in the periods between wars, it has rallied magnificently to the demands made upon it when ships were required by Great Britain during every conflict in which the Empire has been engaged since 1812 and up to the present time.

With the experiences of past critical events in mind the shipbuilders of Canada, represented by the Canadian Shipbuilding and Ship Repairing Association, have outlined the problem of maintaining their industry in post-war years on a scale that would insure the continued employment of skilled workers and a fair return on the investment necessary to keep plants and equipment up-to-date. In their memorial to the Government they emphasize the fact that Canada is vitally dependent upon water-borne traffic in almost every province; that it possesses hundreds of ports on two oceans, on the Great Lakes and many rivers, and that its overseas trade is enormous. A considerable number of its citizens are sea-minded and the construction of ships, whether of wood or steel, sail or steam, has always been within the capabilities of its shipyards and machine shops.

The shipbuilders in their brief declare in no uncertain terms that Canadian shipping and shipbuilding, apart from war periods, has been the subject of neglect and apathy on the part of the various successive Governments and of the Canadian public. Yet in spite of this discouraging state of affairs, Canadians have scored notable records in ship construction and marine propulsion and many thousands of the Dominion's citizens have revealed a natural aptitude for seafaring in the navy and merchant service.

In emphasizing their recommendation seeking the exclusion of any but Canadian-built ships from the coasting trade, the association in its brief points out that the United States, France, Japan and other maritime nations have promoted and maintained their substantial shipbuilding industries through restriction of coastal shipping to vessels built in their domestic shipyards and owned and registered in their countries. In the case of the United States, the reservation of coastal trade to none but ships built and registered in the United States has been in effect since 1789, and this protective legislation has been the main-

stay of its shipbuilding industry and its merchant marine.

In respect to the Dominion's coastal shipping, the association states that 70% of the vessels employed on the Great Lakes, Atlantic and Pacific coasts, were built in Great Britain, the United States and elsewhere. Had these ships been constructed in Canada, the problem of maintaining a healthy shipbuilding industry within the Dominion would have been largely overcome.

In the presentation of their case, the Canadian Shipbuilding and Ship Repairing Association frankly admit that British shipyards have been able to construct vessels at costs lower than are possible in Canada, and this fact is responsible for the difficulties which the Canadian builders have had to face in normal times. The restriction of coastal shipping to none but Canadian-built ships, however, would impose no handicap upon Canadian ship-operators since no ships built abroad at lower costs, or secured cheaply at second-hand, would be permitted to engage in domestic shipping services.

In addition to their demand for protective legislation in coastwise shipping, the shipbuilders also recommend that all vessels of the Canadian Navy, and those employed in Government services, be built in Canada. In regard to the naval construction, they observe that the development of the flying-bomb is likely to imperil all British shipyards in any future European conflict. It would therefore be to the interest of the British Admiralty that encouragement be given to the shipyards of the Dominion to build certain types of British naval craft as "educational orders" whereby Canadian construction personnel could be trained in the difficult and intricate class of construction demanded in naval shipbuilding. In this way, the building and repairing of British naval craft, in an area less open to possible attack from the air, would be assured.

Another recommendation in the brief advocates the devising of some plan of financial assistance to encourage the building of ships in Canada for Canadian shipowners engaged in foreign trade, or who may hereafter wish to do so, in and out of Canadian ports. This visualizes the re-creation of a foreign-going shipping industry, desirable in the national interest, and seeks to bring about a revival on modern lines of the proud and important place at one time held by Canada in the days of wooden sailing ships. To promote this effort, the association suggests the study and determination of a national shipping policy without delay since the changing conditions of world trade which are likely to ensue in the post-war era will probably permit of considerable